

Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

City Council Briefing

9/16/19

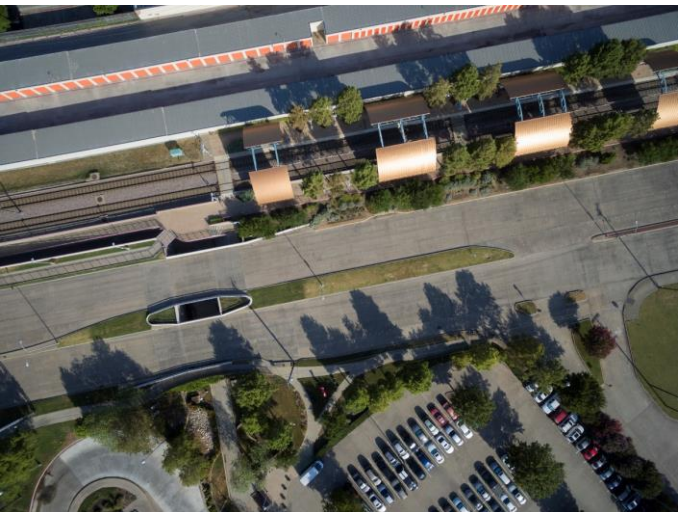
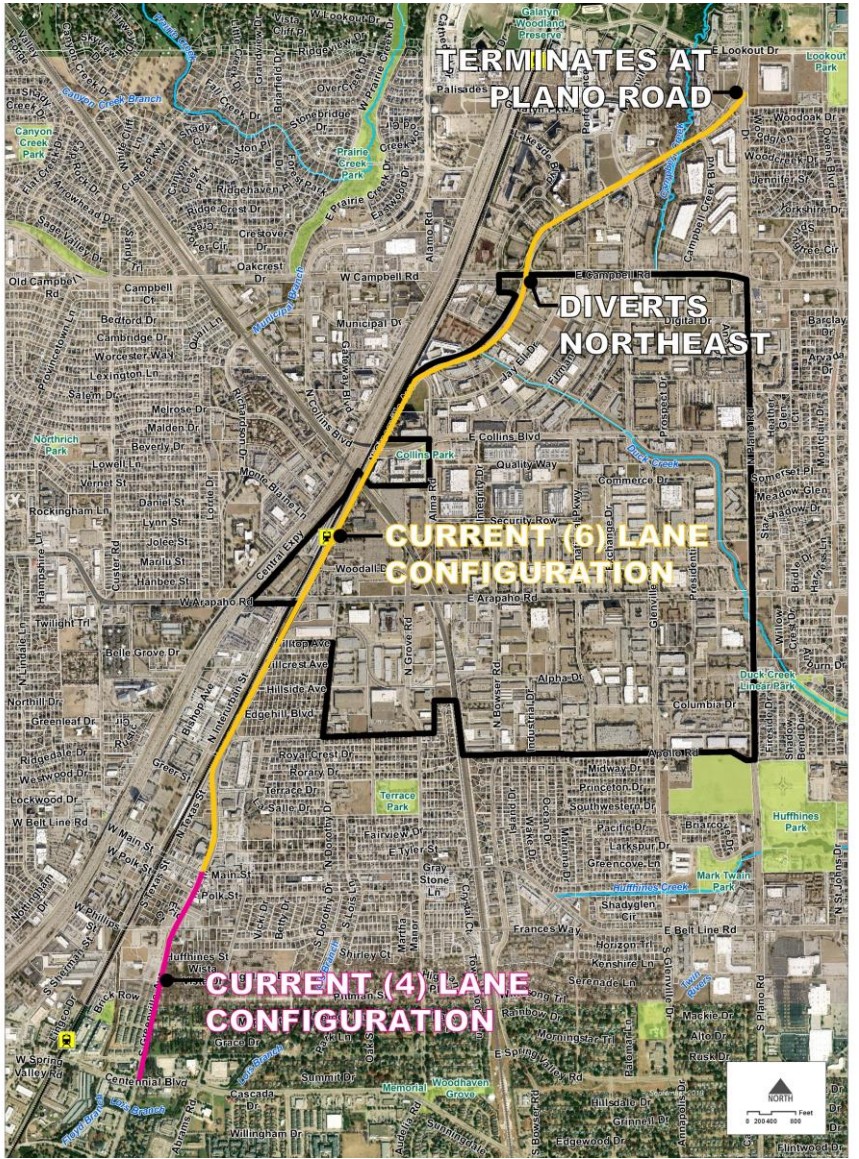
Agenda

- i. Greenville Avenue Demonstration Project
- ii. August Community Input
- iii. New Code Topics
- iv. Clarification and Confirmation on Topics from Joint Work Session

Greenville Avenue Demonstration Project

Greenville Avenue Demonstration Project Update

- Temporary on-street bike lanes will be installed on Greenville Avenue from Campbell Road to Jackson Street
- Temporary at-grade crosswalk will be installed at the light rail station
- Test the feasibility of the improvements and collect data to better inform our decision-making process

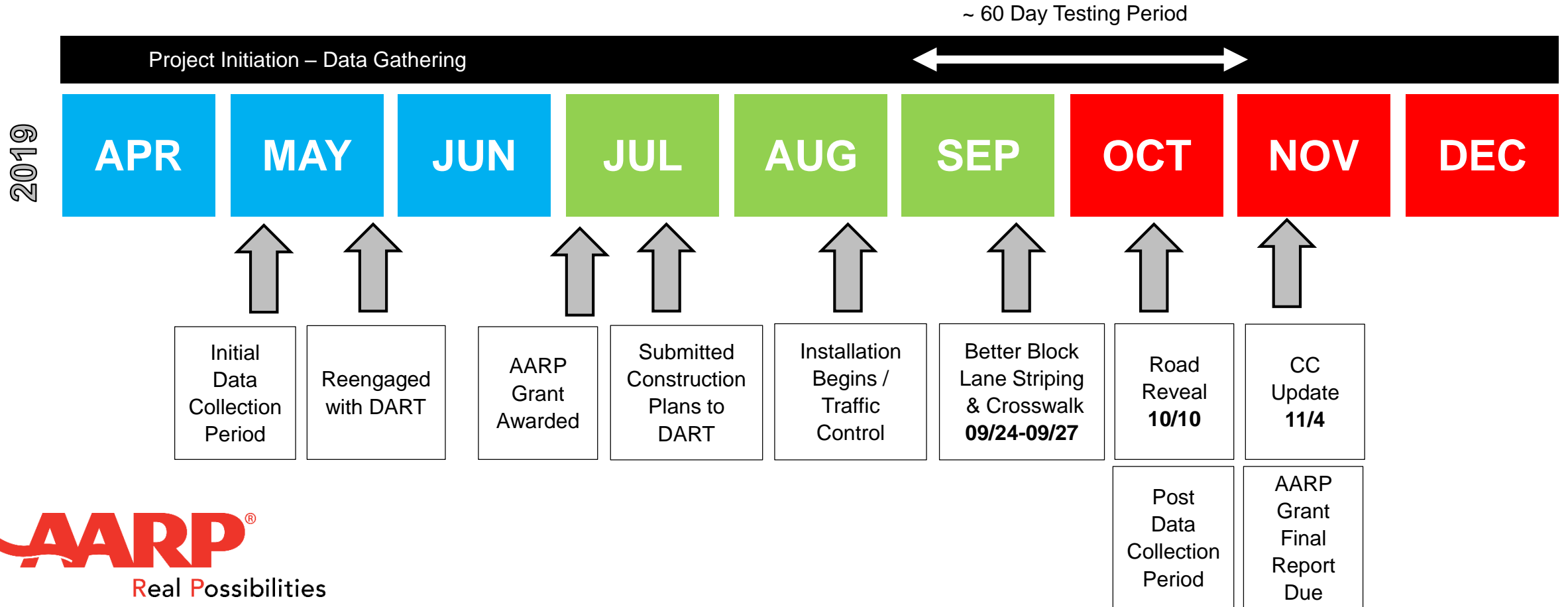


Location for at-grade crossing



Evaluating effects of lane closure prior to installing bike lanes

Greenville Avenue Demonstration Project



Collins/Arapaho TOD & Innovation District Rezoning Initiative

August Community Input

Key Takeaways from Stakeholder Interviews

- Four interviews conducted on August 21st and 22nd, 2019
- Property interests in all four Sub-districts were included
- Generally supported the draft code direction
 - Were pleased with the flexibility in allowed uses, increases in heights and reductions in parking
 - Agreed that the sites surrounding the DART Station are preferred for tallest buildings -- most appropriate to make this Sub-district the anchor and most likely to be market-supported
 - In Greenville Avenue Sub-district – thought the market would probably not support extremely tall buildings; thought land & demolition costs would make low residential densities unlikely
 - Thought live/work was consistent with vision for District; shared live/work spaces would likely be a small component of future development
 - Concerned with lack of standards for Tiny Homes

Key Takeaways from Open House

Wednesday, August 21st, 2019

Travelers Insurance, Richardson, TX

Approximately 80 people in attendance

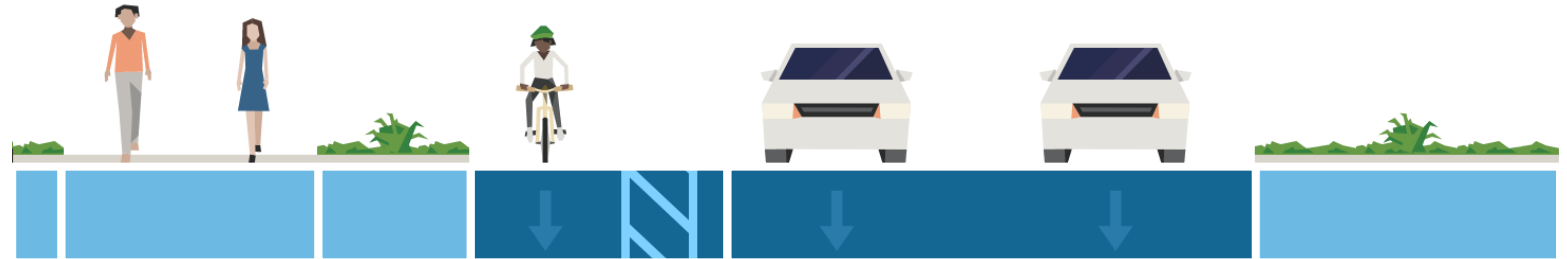
- **Overall, supported the draft code direction**
- Multiple comments indicated support for:
 - Trails and bike lanes proposed in the area
 - Proposed amenities along Duck Creek
 - Expanded range of uses and additional development flexibility
 - Some inclusion of residential








New Code Topics

Street Types

- Flexible Street Zones and Widths

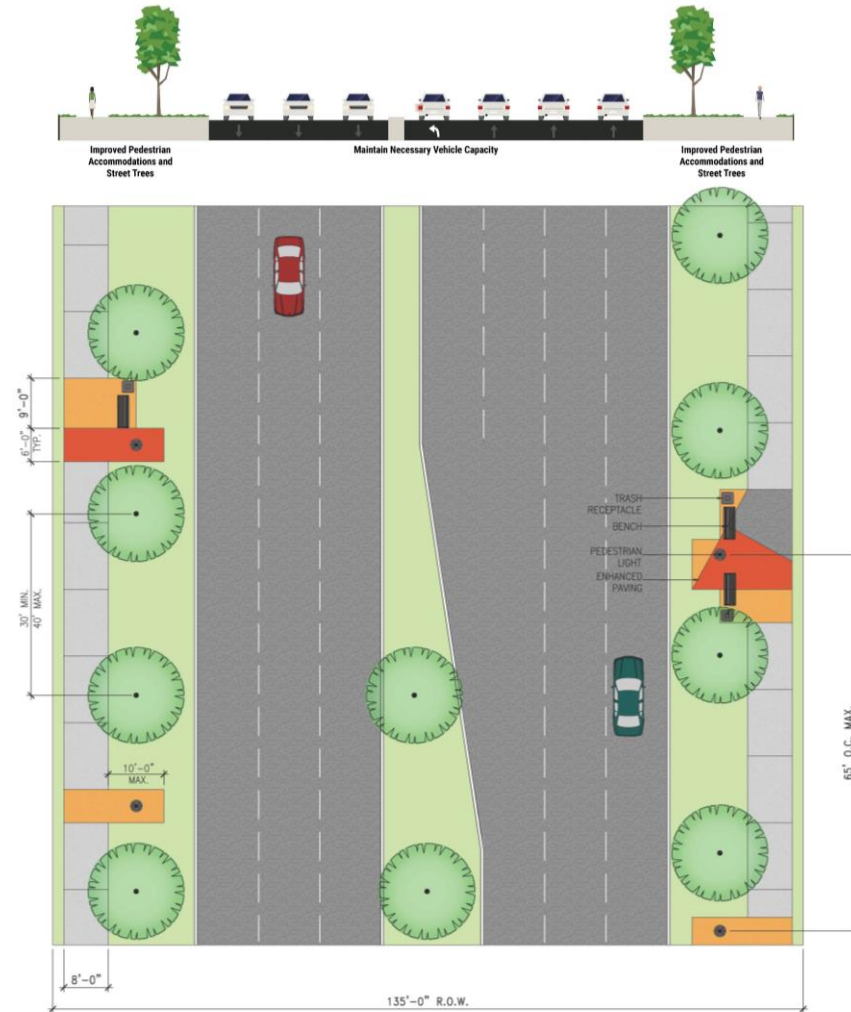


	Frontage		Pedestrian Zone		Greenscape/ Furnishing Zone		Bike Zone		Travelway Zone		Median	
	Pref.	Min.	Preferred	Minimum	Pref.	Min.	Preferred	Minimum	Travel Lanes	Preferred	Minimum	
 Access Corridor	2'	0'	8'	5'	5'	0'	10'-12' Shared-use Sidepath	N/A	10'-11' (4-6 lanes)	16'	14'	
 Neighborhood Connector	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2-4 lanes)	10'-16'	N/A	
 Internal	2'	0'	6'	5'	5'	0'	N/A	N/A	10'-12' (2 lanes) <small>*wider travel lanes may be preferred for heavy truck use</small>	N/A	N/A	
 Transitional	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
 Parkway (Greenville Ave)	2'	0'	6'-12'	5'	5'	0'	10'-12' Cycle Track	N/A	10'-11' (4 lanes)	14'-16'	14'	
Urban Mixed Use	2'	0'	8'	5'	6'	4'	N/A	N/A	10'-11' (2 lanes)	N/A	N/A	
Urban Neighborhood	2'	0'	8'	5'	5'	0'	N/A	N/A	10'-11' (2 lanes)	N/A	N/A	

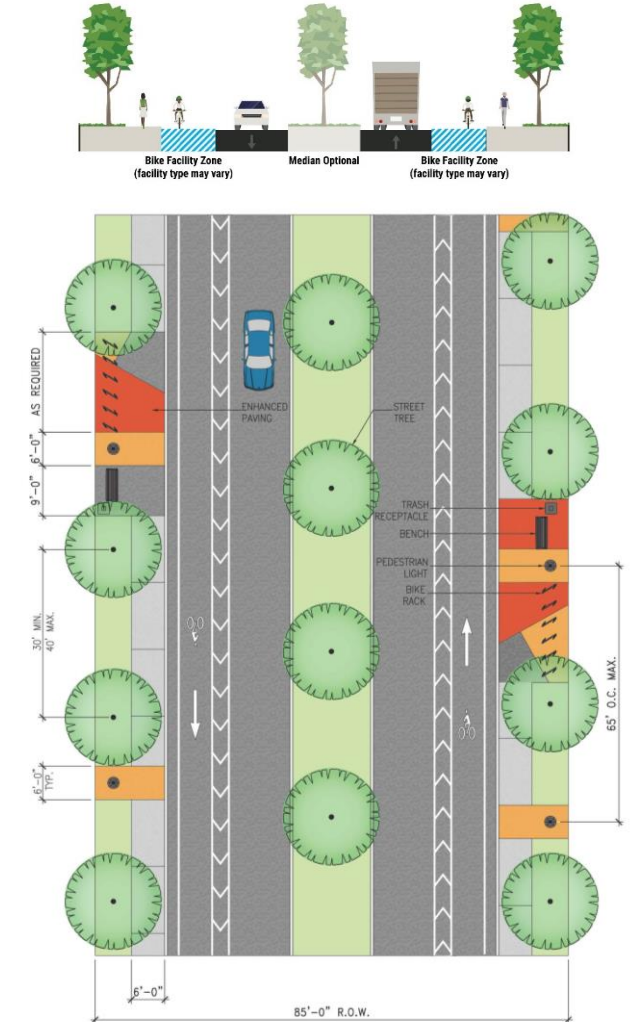
Public Realm

- The code will provide higher level direction
- Access Corridor (e.g. Plano Rd)
 - Typical Characteristics
 - Vehicle capacity priority
 - Limited pedestrian accommodations
 - Limited right-of-way on most corridors
- Neighborhood Connector (e.g. Glenville Dr)
 - Typical Characteristics
 - Lower vehicle capacity priority
 - Balance between cross-district mobility and local access

Plano Road



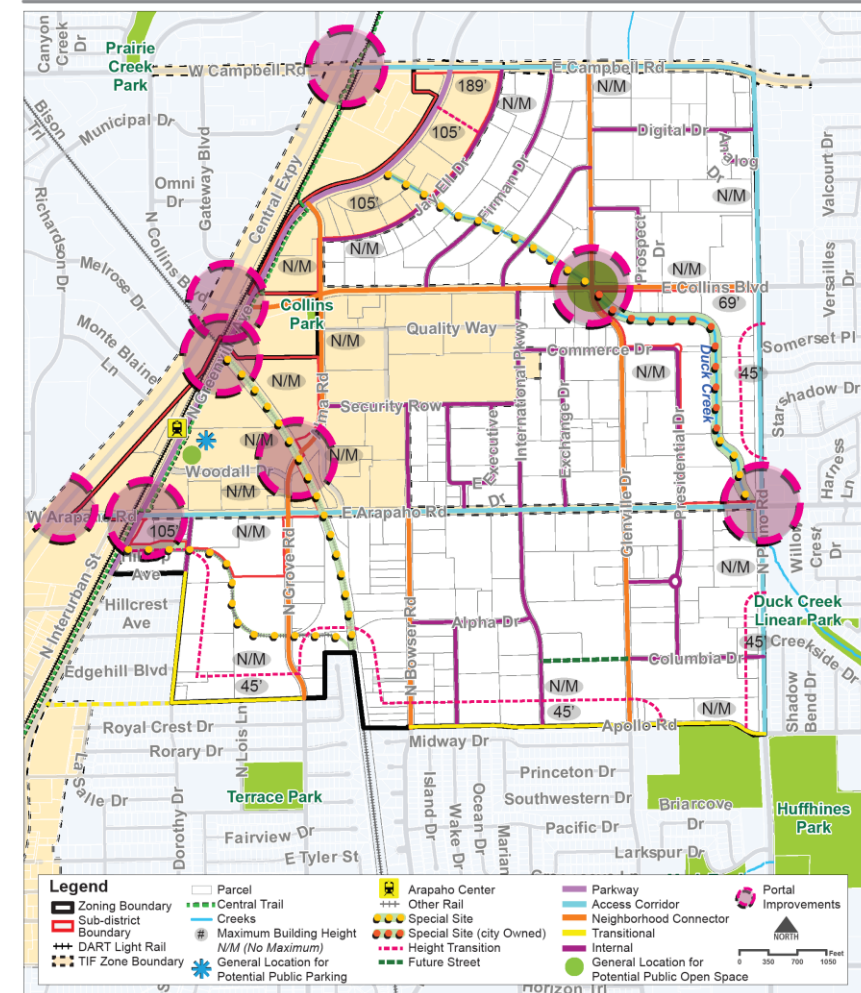
Glenville Drive



Gateways/Portals

- Eight gateways/portals identified district-wide
 - US 75 Bridges (2); KCS Bridges (2); DART Bridge (1)
 - Duck Creek (2); US 75 at Arapaho (1)
- As properties are redeveloped, city should consider acquiring land/easements for gateway signage/portals, and/or open spaces
- Many gateways (5 bridges) identified require working with other institutional partners, but could be implemented today
- Likely responsibility of City, public/private partnerships, and/or business association

District Public Realm Opportunities



Collins / Arapaho TOD & Innovation District
Rezoning Initiative

Open Space Requirements on Private Property

Same approach as Main/Central

- Standards
 - If publicly accessible, 8% of lot required for open space.
 - If not publicly accessible, 15% of lot required for open space.
- Application
 - New development or a complete redevelopment scenario.
- Open space requirements would not apply to:
 - Live/work (shared space) units
 - Adaptive reuse sites
 - Lots one acre or smaller unless subdivided from a larger parent tract resulting in a lot of one acre or smaller.

Signs

- Regulating walls facing streets, open space or trails only
 - Flexibility for interior walls or rear walls not facing trails or open spaces
- Greater flexibility for building identity to align with Vision
- Real estate signage removal/encouragement of District signage
- Allow roof signs



Definitions

- The Main/Central definitions are being used as a starting point
- Additional definitions have been added including:
 - Indoor Commercial Amusement (Esports)
 - Outdoor Commercial Amusement
 - Electric Substation
 - Event Center
- The use charts will be annotated with which uses are allowed by right or SUP

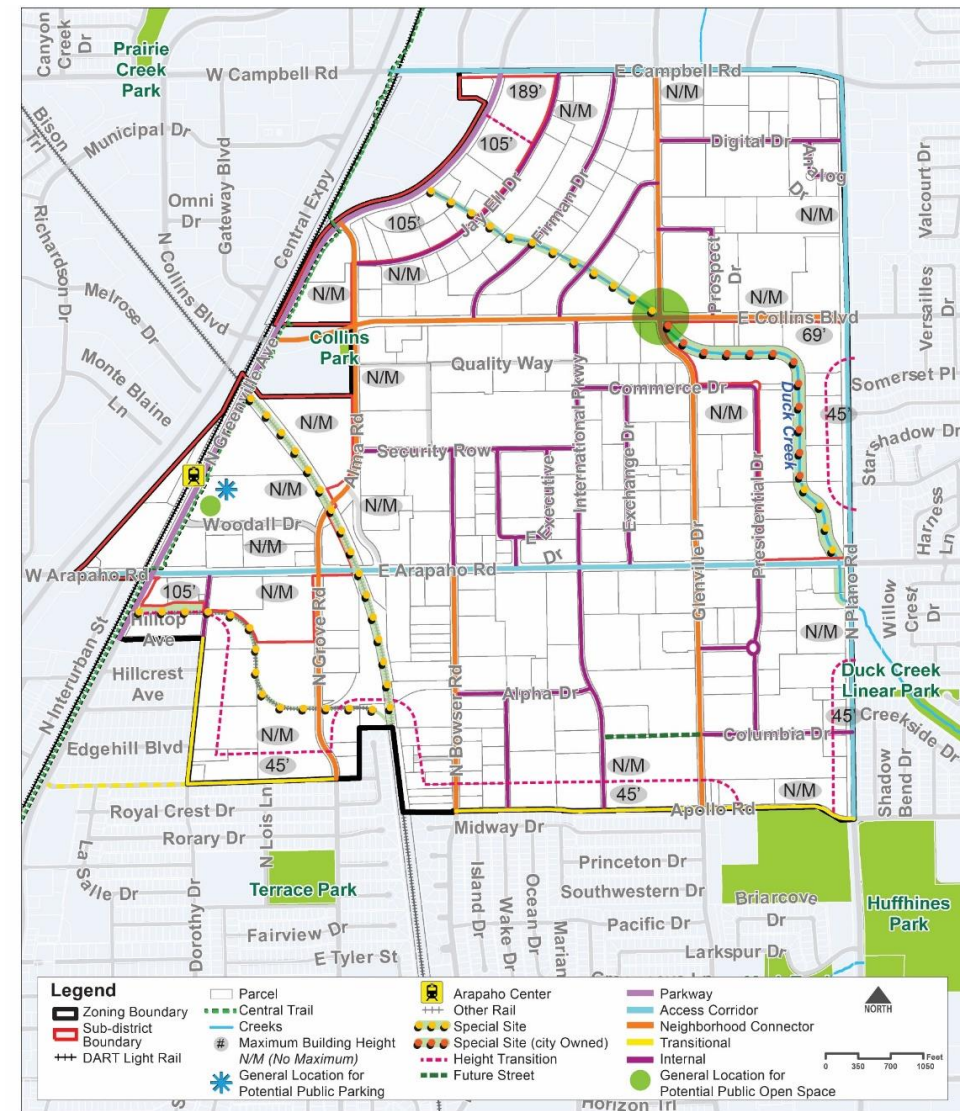
Architectural Standards

- To the extent possible given current State Law:
 - Consideration of alternative structural forms (example - shipping containers) would require additional review by city regarding location and establishment
- Greater control of design for multifamily, including:
 - Building articulation
 - Rooflines
 - Door and window details
 - Screening for parking structures

Clarification and Confirmation on Topics from Joint Work Session

Regulating Plans

- Minor additions to plans
 - Active KCS line designated a “Special Site” for future
 - Desired open space/focal point at Collins and Glenville
 - Two Neighborhood Connector routes + Duck Creek activation
 - Open Space/Parking at DART site for future redevelopment



Non-Residential On-Site Parking Ratios

For all Sub-districts

Use	Parking Required
Adaptive Reuse	<ul style="list-style-type: none"> No spaces required
Data Center	<ul style="list-style-type: none"> 1.0 space per 5,000 square feet
Hotel	<ul style="list-style-type: none"> 1.0 space per guest room for full service hotel .75 space per guest room for other hotels
Industrial or Manufacturing Uses < 5,000 square feet	<ul style="list-style-type: none"> No spaces required
Industrial or Manufacturing Uses ≥ 5,000 square feet	<ul style="list-style-type: none"> 1.0 space per 1,000 square feet above the first 5,000 square feet
Institutional or Assembly Uses	<ul style="list-style-type: none"> 1.0 space per every 3 persons accommodated
Restaurants	<ul style="list-style-type: none"> 1.0 space per 500 square feet
Non-Residential Uses not Listed < 5,000 square feet	<ul style="list-style-type: none"> No spaces required
Non-Residential Uses not Listed ≥ 5,000 square feet	<ul style="list-style-type: none"> 1 space per 1,000 square feet above the first 5,000 square feet

Administration

Repeal Inactive & Obsolete Special Permits

2017 – 2019

City Council Statement of Goals

Strategy: Protect and strengthen stakeholder investments in the City

Tactics: Complete Special Permits inventory
Recommend termination protocols

Administration

Special Permits – Methodology

- To determine current status:
 - Site visits to confirm physical presence
 - Water accounts review & field representative interviews
 - Online searches for business information
 - Appraisal districts records review
 - Google map /street view inquiry
 - Personal knowledge of businesses

Administration

Repeal Inactive & Obsolete Special Permits

April 1, 2019

- Phase I – 58 inactive & obsolete Special Permits were repealed.

November 11, 2019

- Phase II – approximately 48 Special Permits to be repealed.
 - 43 Inactive
 - 3 Obsolete
 - 2 Removed with new zoning district/uses
- This number may decrease following property owner notification and outreach.

Administration

Active Special Use Permits

- 19 active SUPs to be retained and carried over with rezoning initiative

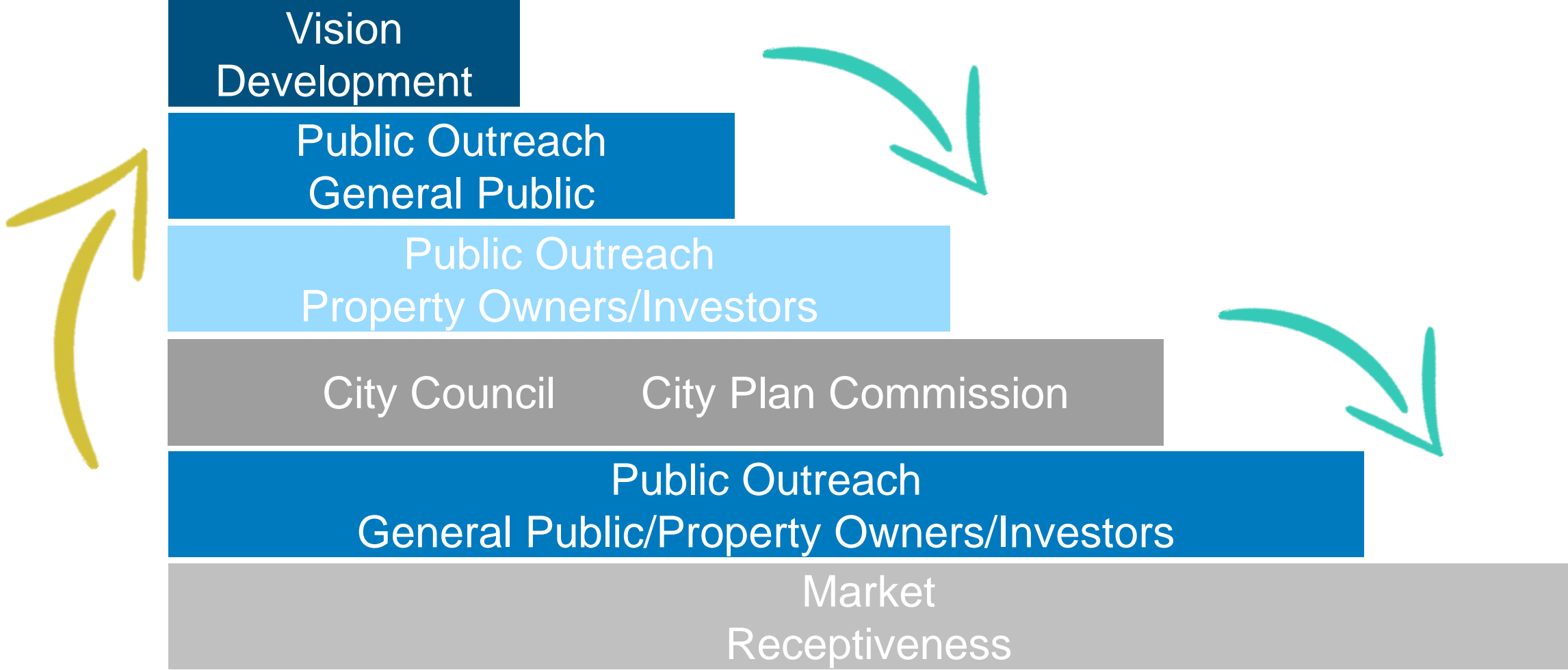
Drive-Thru Banks ‘Grandfathered’

- 780 E. Campbell Road
- 850 E. Campbell Road
- 910 E. Campbell Road
- 707 E. Arapaho Road
- 1775 N. Plano Road
- 601 N. Plano Road

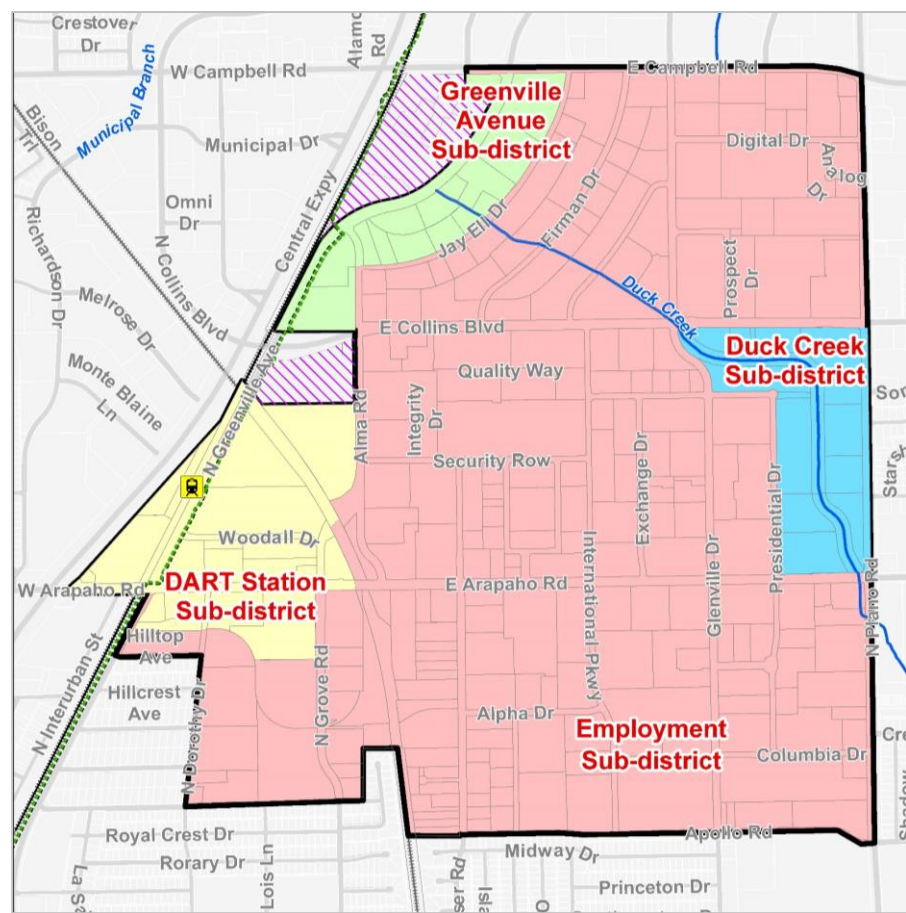
*Drive-Thru Component

- Drive-thru banks may be converted to other non-residential drive-thru uses (e.g. pharmacy, restaurant, dry cleaning service) pending approval of a queuing plan by staff to address impacts on neighboring properties or streets.

Residential: Validation and Reconfirmation Process



Residential Matrix

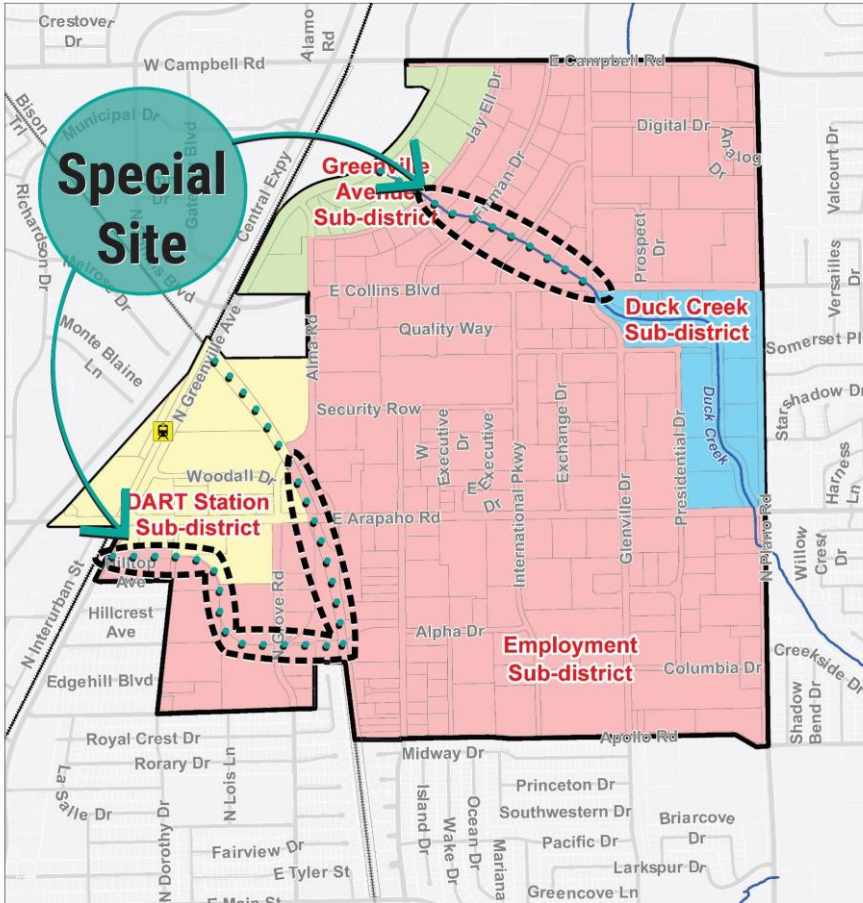


Sub-district Parcels Acres	Adaptive Reuse
Employment Sub-district 217 Parcels 736 Acres	SP District-Wide
Duck Creek Sub-district 16 Parcels 64 Acres	P
Greenville Avenue Sub-district 15 Parcels 43 Acres	P
DART Station Sub-district 20 Parcels 88 Acres	P

Adaptive Reuse Definition

- The development of a new use for an existing building originally designed for a different or specific purpose. Adaptive reuse may include non-residential uses only, residential uses only, or a combination of residential and non-residential.
 - Dwelling units located within adaptive reuse projects shall be a minimum 500 square feet.*

Residential Matrix



Sub-district <i>Parcels</i> <i>Acres</i>	Adaptive Reuse	Live-Work
Employment Sub-district <i>217 Parcels</i> <i>736 Acres</i>	SP District-Wide	SP when Immediately Adjacent to Special Sites (See Graphic)
Duck Creek Sub-district <i>16 Parcels</i> <i>64 Acres</i>	P	SP
Greenville Avenue Sub-district <i>15 Parcels</i> <i>43 Acres</i>	P	P
DART Station Sub-district <i>20 Parcels</i> <i>88 Acres</i>	P	P

Live/Work in Employment and Duck Creek Sub-districts:

1 Parking space per dwelling unit

Desired Live-Work Products in Greenville Ave/DART Station Sub-districts

Live-Work Definition

A building or portion of a building integrating both a dwelling unit and a non-residential use in a shared space or within a common building.

- *Live-Work is considered new construction. If live-work is incorporated in an existing building, it is defined as Adaptive Reuse.*
- *The spirit of live-work can be achieved through residential and non-residential buildings in proximity.*

LIVE-WORK 1



Dwelling unit and a non-residential use in a **shared space**

Typical 2-3 Stories

LIVE-WORK 2



Dwelling unit and a non-residential use within a **common building**

Heights Vary

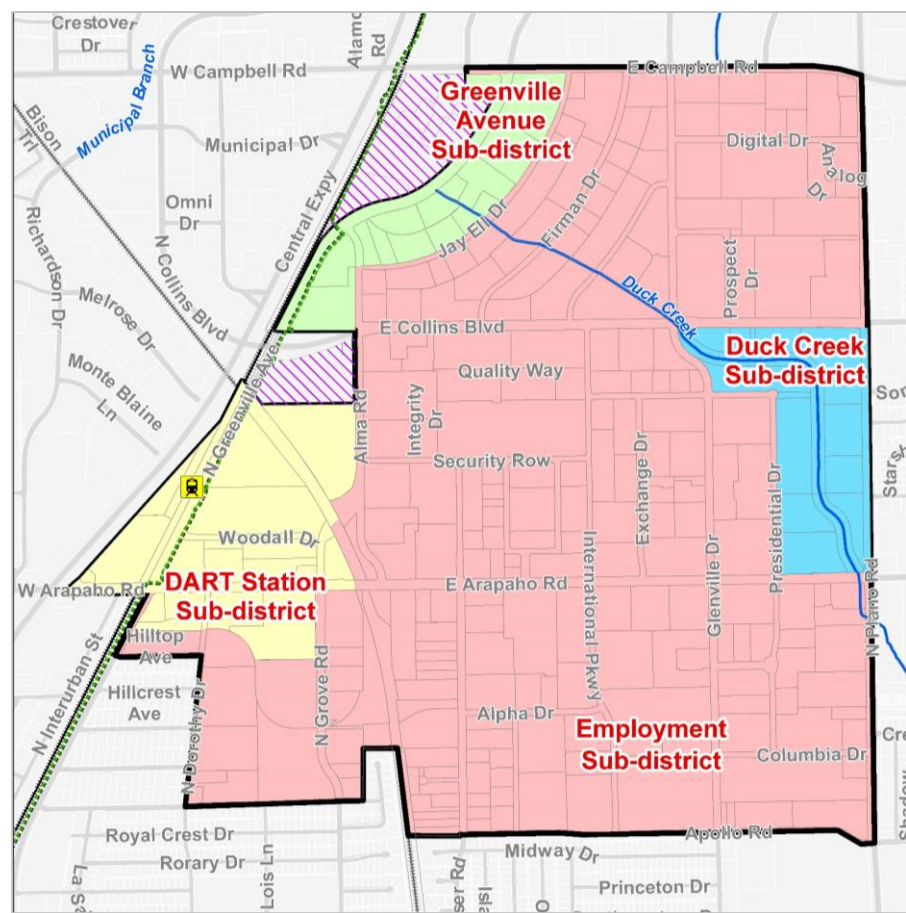
LIVE-WORK 3



Residential buildings and non-residential buildings in proximity

Heights Vary

Residential Matrix



Sub-district <i>Parcels</i> <i>Acres</i>	Adaptive Reuse	Live-Work	Tiny House Park
Employment Sub-district <i>217 Parcels</i> <i>736 Acres</i>	SP District-Wide	SP when Immediately Adjacent to Special Sites (See Graphic)	-
Duck Creek Sub-district <i>16 Parcels</i> <i>64 Acres</i>	P	SP	-
Greenville Avenue Sub-district <i>15 Parcels</i> <i>43 Acres</i>	P	P	SP
DART Station Sub-district <i>20 Parcels</i> <i>88 Acres</i>	P	P	-

Tiny House- Definitions

Tiny House

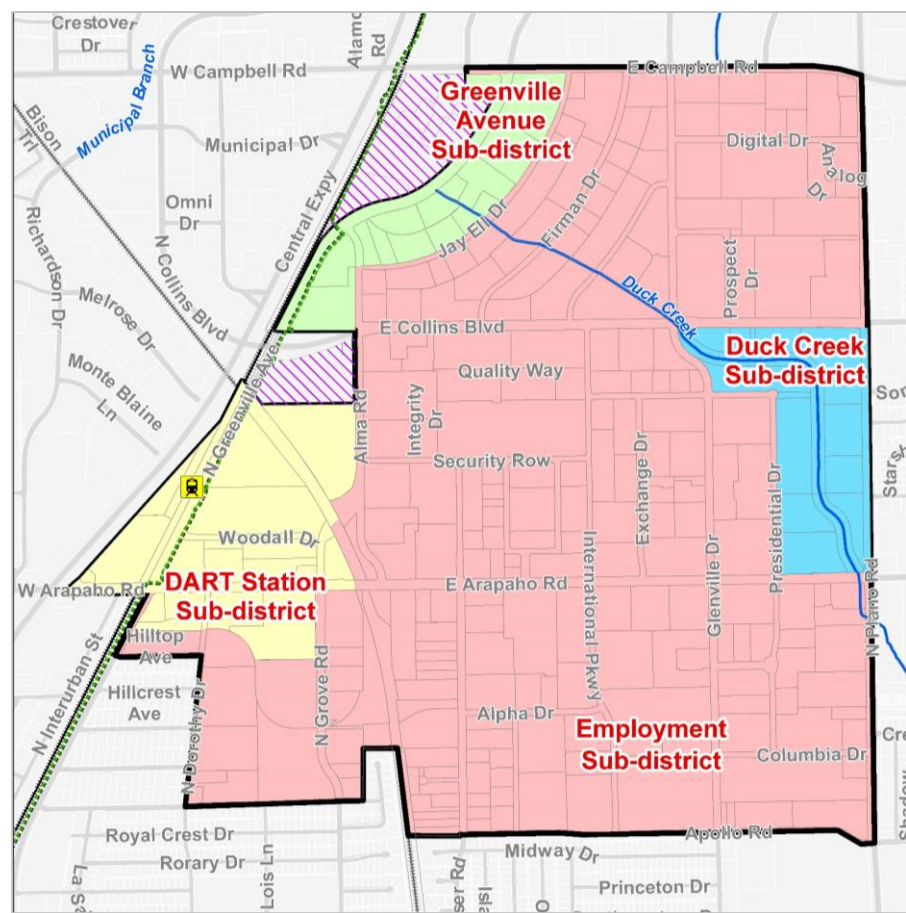
- A detached dwelling unit that is 400 square feet or less in floor area.

Tiny House Park

- A parcel or parcels of land designed for tiny houses.
- **Tiny House Park Supplemental Regulations**
 - A minimum of ten tiny houses per acre are required.
 - Tiny homes must be on permanent foundations or skirted if on wheeled platforms.
 - A Tiny House Park must provide utility (water and sewer) connections to all tiny homes.
 - Manufactured Housing, as defined and regulated by the Department of Housing and Urban Development (HUD), shall not be permitted within Tiny House Parks.
 - Tiny House Parks shall not be used for recreation, camping or seasonal uses.



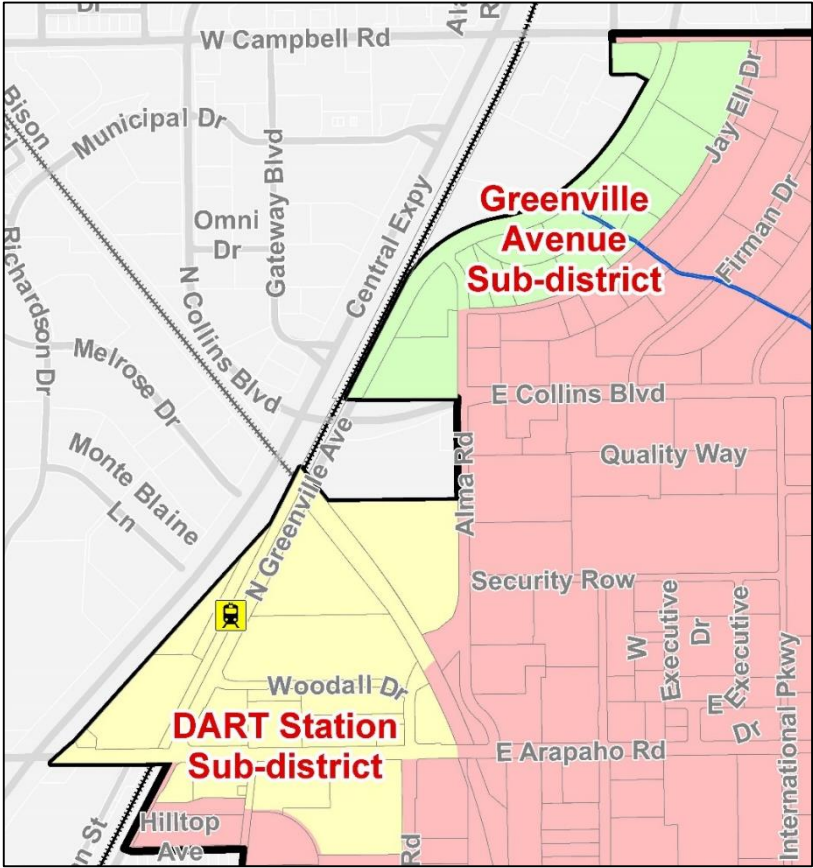
Residential Matrix



Sub-district <i>Parcels</i> <i>Acres</i>	Adaptive Reuse	Live-Work	Tiny House Park	Townhomes	Multifamily
Employment Sub-district <i>217 Parcels</i> <i>736 Acres</i>	SP District-Wide	SP when Immediately Adjacent to Special Sites (See Graphic)	-	-	-
Duck Creek Sub-district <i>16 Parcels</i> <i>64 Acres</i>	P	SP	-	-	-
Greenville Avenue Sub-district <i>15 Parcels</i> <i>43 Acres</i>	P	P	SP	P	P
DART Station Sub-district <i>20 Parcels</i> <i>88 Acres</i>	P	P	-	P	P

Residential Matrix: Greenville Ave/DART Station Sub-districts

Sub-district <i>Parcels Acres</i>	Adaptive Reuse	Live-Work	Tiny House Park	Townhome	Multifamily
Greenville Avenue Sub-district <i>15 Parcels 43 Acres</i>	P	P	SP	P	P
DART Station Sub-district <i>20 Parcels 88 Acres</i>	P	P	-	P	P



Greenville Avenue Sub-district Vision

- **Vision Document**

- *“Encourage quality residential development along Greenville Avenue, giving special attention to building form, diversity of housing types and open space amenities along Duck Creek”*

- **CC/CPC Direction** 

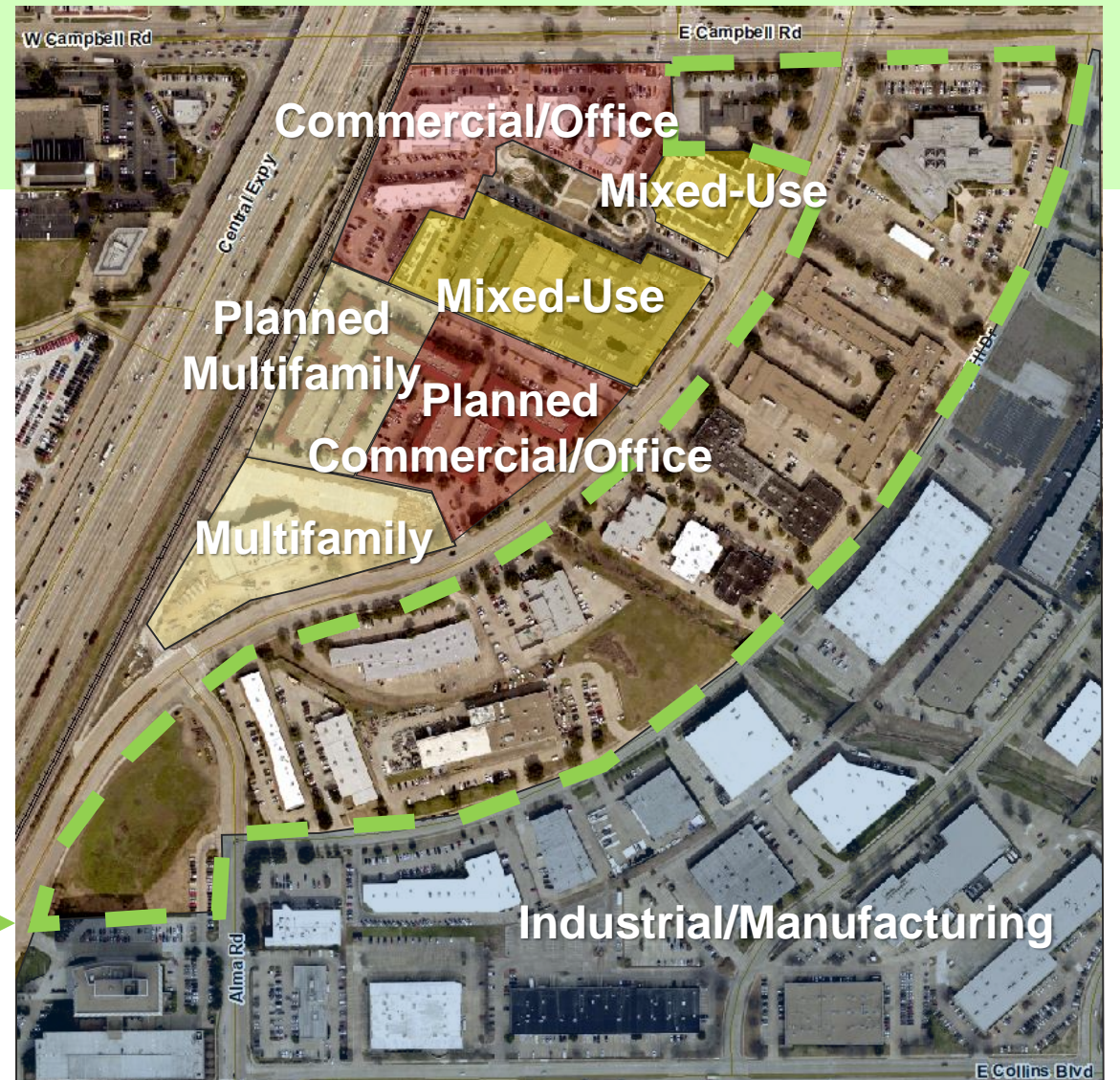
- Allow a wider range of uses to create more attractions that complement activity on west side of Greenville Avenue (Eastside/Mallory)
- Limit building heights for properties fronting Greenville to eight-stories
- Sub-district may be an opportunity to test Tiny Homes
- No minimum residential density requirements



Greenville Avenue Sub-district Context

Existing Uses in Sub-district: Office, Class A Office (Campbell Road), Bank, Church, Contracting Operation, Industrial-Flex

Sub-District Boundaries →



Overall Consensus in Greenville Avenue Sub-district

- Avoid constraining the market
- Desire to see more live-work products
- Allow a wider range of uses in the Greenville Avenue Sub-district to create more attractions that complement activity on west side of Greenville Avenue
- Explore development incentives (density, height, parking, etc.) for residential and/or live-work uses
- Redesign Greenville Avenue to be a walkable, signature street and front door to the district
- Provide new zoning tools & flexibility to property owners
- Ensure certainty about future use mix and intensity

Proposed Balanced Approach – Greenville Avenue Sub-district

Multifamily Restrictions

- Restrict multifamily to three-stories in height.
- If multifamily is proposed in this sub-district, require units to have ground floor entrances fronting the street (not internal to building) to encourage street activation.



Proposed Balanced Approach – Greenville Avenue Sub-district

Live-Work Development Incentives

- Allow up to eight-stories in height for live-work (could include multifamily with ground floor commercial space).
- Allow a reduction in parking requirements for live-work developments to encourage live-work throughout the sub-district.
- Until market supports new innovation/commercial uses, allow non-residential space to be used for other uses, including residential, common areas, etc.



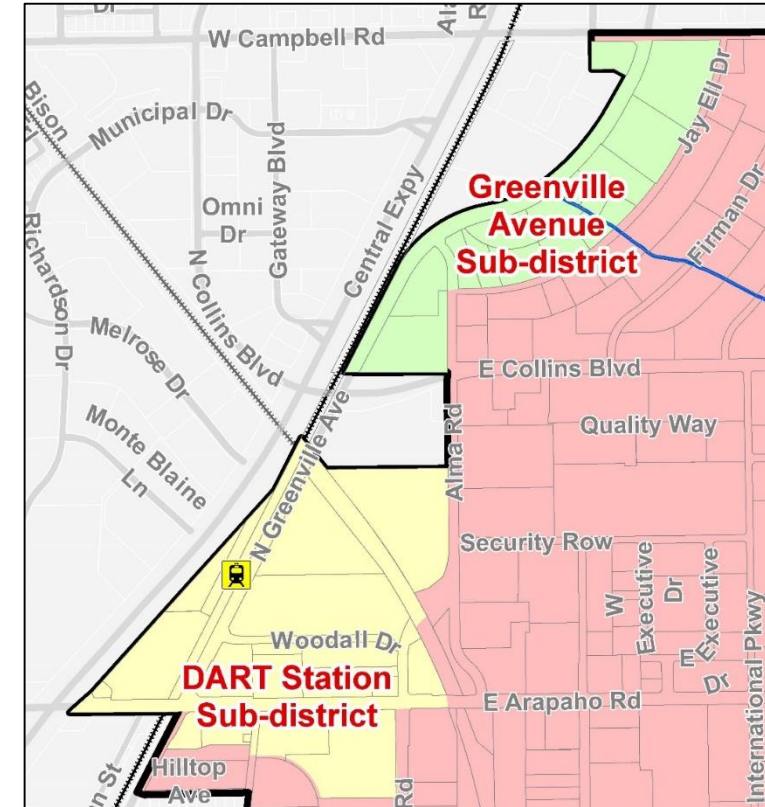
On-Site Residential Parking Ratios

Greenville Sub-district

Use	Parking Required
Live/Work Unit	<ul style="list-style-type: none">• 0.5 space per dwelling unit
Multi-Family	<ul style="list-style-type: none">• 1.0 space per one bedroom unit/Studio• 1.25 spaces per two bedroom unit• 1.5 spaces per three or more bedroom unit
Single-Family Detached – Tiny House	<ul style="list-style-type: none">• 2.0 spaces per dwelling unit
Townhome	<ul style="list-style-type: none">• 2.0 spaces per dwelling unit

Updated Residential Matrix

Sub-district <i>Parcels</i> <i>Acres</i>	Adaptive Reuse	Live-Work	Tiny House Park	Townhome	Multifamily
Greenville Avenue Sub-district <i>15 Parcels</i> <i>43 Acres</i>	P	P* <ul style="list-style-type: none"> Incentives for parking, height and “live-work ready” 	SP	P	P* <ul style="list-style-type: none"> Restricted to three stories if only multifamily use



DART Station Sub-district Vision

- **Vision Document**

- *“Develop a walkable, vibrant mixed-use front door to the Innovation District”*
- *“Maximize development potentiation around the station”*
- *“Create a new “innovation space” for new businesses”*

- **CC/CPC Direction** 

- Mix of uses desired Sub-district wide, not each building
- No maximum height restrictions for properties north of Arapaho
- Minimum densities established
 - Multifamily – Minimum 40 Dwelling Units/Acre
 - Townhome and Live-Work – Minimum 10 Dwelling Units/Acre
 - Adaptive Reuse – No Minimum

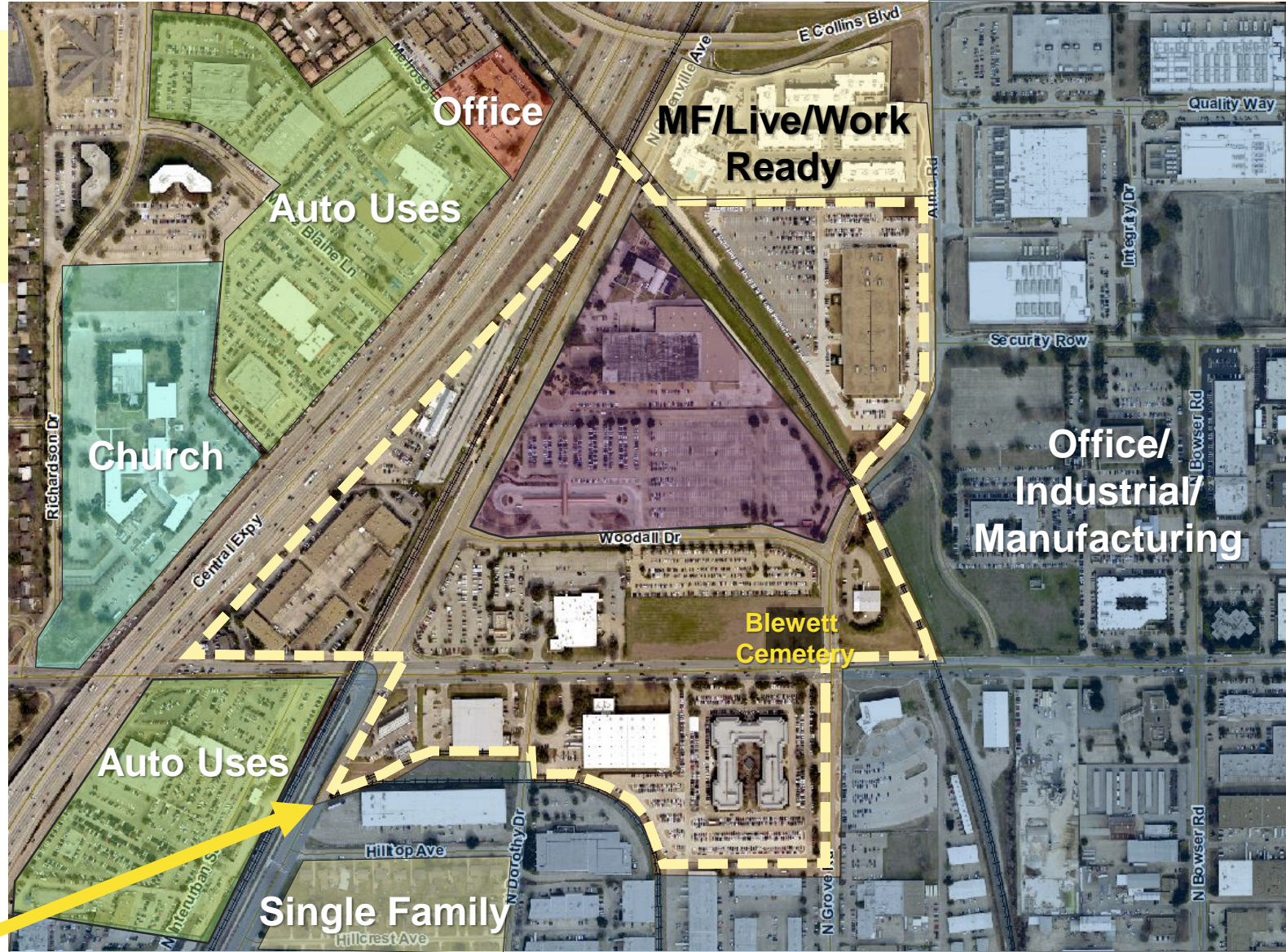


DART Station Sub-district Context

Existing Uses in Sub-district:
Transit, Surface Parking, Auto
Uses, Office, Manufacturing,
Warehouse, Call Center,
Distribution Center

Key TOD Properties

- Vent-A-Hood - 9 Acres
- DART Facilities - 14 Acres



Sub-District Boundaries

Overall Consensus in DART Station Sub-district

- Utilize public/private assets to achieve Innovation District anchor
- Mix of uses desired at DART Station Sub-district
- Maximize development potential around the station
- Provide new zoning tools & flexibility to property owners (key TOD properties)
- Avoid constraining the market
- Desire to see more live-work products
- Explore development incentives (density, height, parking, etc.) for residential and/or live-work uses
- Redesign Greenville Avenue to be a walkable, signature street and front door to the district
- Ensure certainty about future use mix and intensity

Proposed Balanced Approach – DART Station Sub-district

Multifamily Design Requirements & Live-Work Requirements

- If multifamily is proposed in this sub-district **along Greenville Avenue**:
 - **100%** of the gross linear footage of the development's first floor to consist of non-residential/coworking/innovation space; encouraging ground-floor activation (same as live-work within a common building).



Proposed Balanced Approach – DART Station Sub-district

Live-Work Development Incentives

- Allow a reduction in parking requirements for **any** live-work developments to encourage live-work throughout the sub-district (*could include both live-work on Greenville Avenue or live-work located within the sub-district*).
- Until market supports new innovation/commercial uses (e.g. new innovation space is constructed), allow non-residential space to be used for other uses, including residential, common areas, etc. (e.g. GreenVue Apartments)



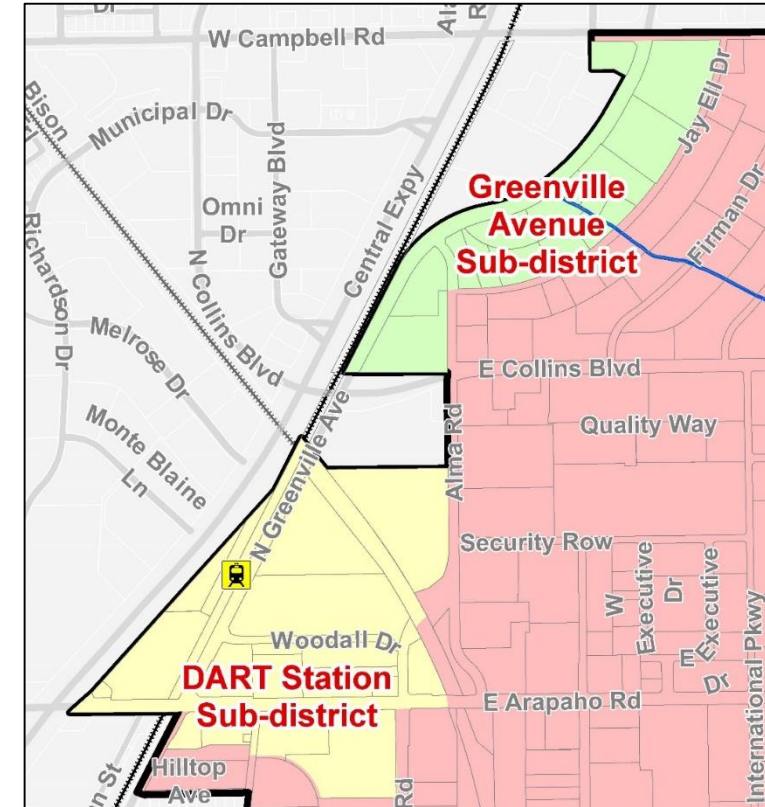
On-Site Residential Parking Ratios

DART Station Sub-district

Use	Parking Required
Live/Work Unit	<ul style="list-style-type: none">• No parking required for dwelling units; non-residential parking shall be based on non-residential parking ratios.
Multi-Family	<ul style="list-style-type: none">• .75 space per one bedroom unit/Studio• 1.0 spaces per two bedroom unit• 1.25 spaces per three or more bedroom unit
Townhome	<ul style="list-style-type: none">• 2.0 spaces per dwelling unit

Updated Residential Matrix

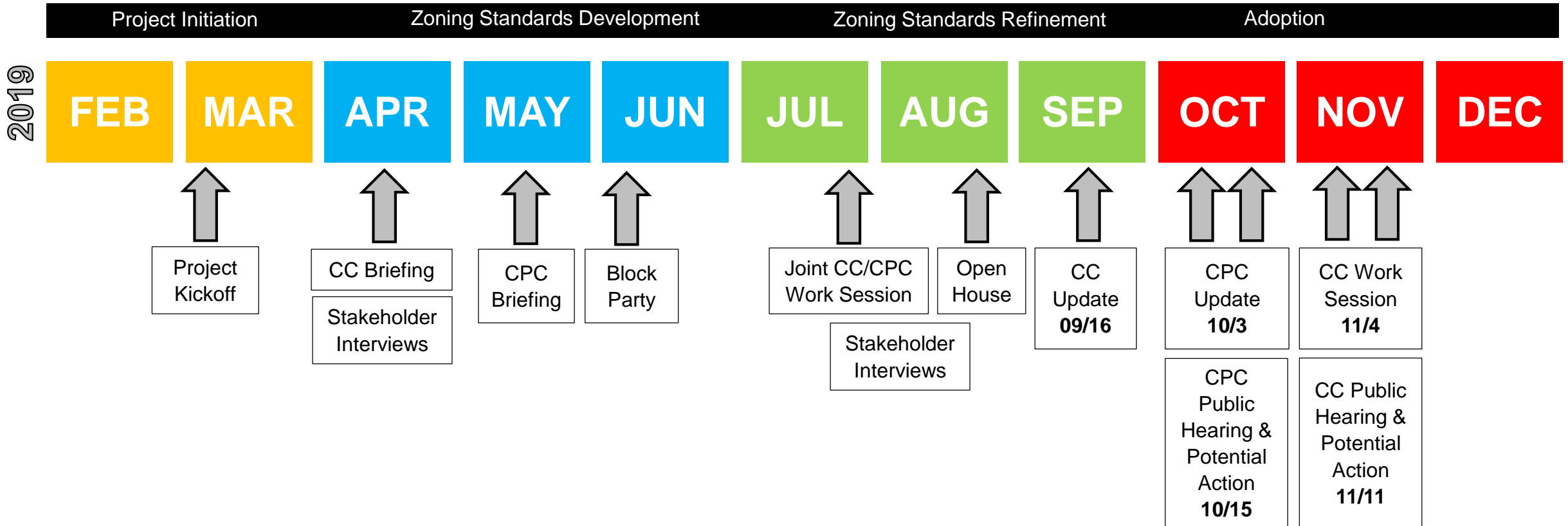
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DART Station Sub-district <i>20 Parcels</i> <i>88 Acres</i>	P	P* <ul style="list-style-type: none"> Incentives for parking and “live-work ready” 	-	P	P* <ul style="list-style-type: none"> Must be “live-work ready” for ground floor activation if fronting Greenville Avenue





Next Steps

Next Steps – Future Meetings



Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

City Council Briefing

9/16/19